vehicle collision, there can be generated in the seat a deceleration which goes in the opposite direction to the deceleration caused by the vehicle collision, that is, an acceleration. This acceleration cancels the relative speed between the occupant and the vehicle body to thereby be able to make an inertial force constant instantaneously, so that the deceleration of the vehicle body and the deceleration of the occupant can be made equal to each other in the early stage of the vehicle collision.

Please replace the paragraph beginning on page 6, line 11, with the following replacement paragraph.

On the front surface of a dashboard 11, which separates the engine room 4 from the vehicle room 3, there is fixed a cable guide 12 which has an M shape when viewed from its upper surface. On and between the highest points of the right and left ridges of the cable guide 12, there is provided a cable 13. The cable 13 is structured in the following manner: the two ends of the cable 13 are respectively drawn into the vehicle room 3, are turned back around a guide 14 fixed in the rear of the right and left seats 8 and, after that, are connected to their associated cable connecting metal members 15 which are respectively fixed to the lower surfaces of the seats 8.

Please replace the paragraph beginning on page 9, line 7, with the following replacement paragraph.

In the late stage of the vehicle collision, the backward movement of the seat 8 reaches its limit to thereby stop the backward movement of the engine 6, as soon as the deforming stress of the collision load transmission member 10 is added to the deforming stresses of the front side frames 5. Then, the deceleration increases again (in Fig. 5, an area shown by c) and, after that, the vehicle room 3 and seats 8 decelerate together as an integral unit (see Fig. 4). Thereafter, the relative speed between the vehicle room 3, seats 8, and seat belts 9 becomes zero through the above process, and the constraining loads of the seat belts 9 balance well with the deceleration in the late stage of the vehicle collision. Therefore, the occupant is allowed to decelerate together with the vehicle room 3 as an integral unit, and the decelerating state continues until the vehicle body stops perfectly (in Fig. 5, an area shown by d).

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Please replace the paragraph beginning on page 9, line 22, with the following replacement paragraph.

Now, to reduce the impact that the occupant receives in the vehicle collision, firstly, it is important to reduce the deceleration of the occupant as much as possible. In view of this, as described before, in the case of the deceleration waveform (shown by a solid line in Fig. 5) in which, in the early stage of the vehicle collision, there is generated in the seat 8 a higher deceleration than the average vehicle body deceleration for a short period of time. Next, there is generated in the seat 8 the oppositely going deceleration (that is, an acceleration) for a short period of time and, after that, the seat 8 decelerates with the average vehicle body deceleration, as shown by the broken line in Fig. 5, the deceleration of the occupant can be controlled down to a low level, when compared with a vehicle which does not incorporate therein an occupant protective apparatus according to the present embodiment.

Please replace the paragraph beginning on page 10, line 23, with the following replacement paragraph.

While there has been described in connection with the preferred embodiment of the invention, it will be obvious to those skilled in the art that various changes and modifications may be made therein without departing from the invention, and it is aimed, therefore, to cover in the appended claims all such changes and modifications as fall within the true spirit and scope of the invention.

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